

MR. W. W. EMERSON, COTTON FACTOR, DIES

For Many Years Owner of Seat on the Cotton Exchange—Of Distinguished Colonial Lineage.

Mr. Nathaniel Whittier Emerson, a cotton factor, at No. 38 Wall street, died yesterday from a heart affection at his residence, No. 293 Lenox avenue. Mr. Emerson was of distinguished colonial lineage. His paternal grandfather was Nehemiah Emerson, who fought through the Revolutionary War in the Tenth Massachusetts regiment, and married Hattie Whittier, the poet. His mother, Evelyn Bembridge, was a granddaughter of Commodore Thomas Truxton, who also fought in the Revolution.

Born in Cincinnati, Ohio, in 1829, Mr. Emerson was graduated from St. Francis Xavier's College, in that city. He went to New Orleans to represent his father, who owned a string of grocery stores throughout the South. In 1878 Mr. Emerson came to New York and bought a seat on the Cotton Exchange. He retired from the Exchange in 1885, but continued to operate independently from his office, which he shared with his son, Mr. William K. B. Emerson, of No. 50 West Fifth street.

MR. R. M. TAGGART, HORSES' FRIEND, DIES

Mr. Robert Morrow Taggart, well known as an owner of horses, and grandson of Mr. Charles Danforth, who was a pioneer locomotive manufacturer in Paterson, N. J., died on Tuesday at his home, No. 10 Arlington avenue, North East Orange, N. J., after a year's illness of paralysis. Mr. Taggart was born in Paterson in 1847 and was a son of Mr. James Taggart, a cotton manufacturer. He made his home for thirty years in Poughkeepsie, N. Y., and removed to East Orange seven years ago. Mr. Taggart never permitted his coachman to use a whip on a horse, and when his horses became too old to be driven he arranged to keep them in pasture. His family is confident Mr. Taggart before his death made plans to give his horses to the city of New York, which are at Poughkeepsie. Mr. Taggart was wealthy and never engaged in business. He was a past master of Truist Lodge, F. and A. M., of Poughkeepsie, and a member of the Mystic Shrine and the Scottish Rite. He is survived by his widow, who was Miss Jennie Bailey, of Paterson.

MR. J. N. BUCKRIDGE, LIGHTHOUSE KEEPER

Mr. John N. Buckridge, keeper of the Saybrook Light for nineteen years, and who was connected with the government lighthouse service for a quarter of a century, died at his home in Westbrook, Conn., yesterday, of a paralytic shock. He was born in New York City in 1837, and served at Stepping Stones, L. I.; Stratford Shoals, Conn., and Eaton's Neck, L. I., lights before being assigned to Saybrook. He served seven years in the United States Navy and was three years with the Sixth New York Heavy Artillery in the civil war. He had a wide acquaintance among Long Island Sound mariners.

OBITUARY.

MRS. BESSIE LAPAIX.
Mrs. Bessie Lapaix, one of the pioneer importers and manufacturers of embroidery in New York, died yesterday of cirrhosis of the liver at her home, No. 25 West Eleventh street, at the age of ninety-five. She had been ill for several weeks. She was also well known abroad and for thirty years made frequent trips to Paris. Several years ago Mrs. Lapaix moved her place of business to the address at which she died. She was the widow of Mr. Theodore Lapaix, who died in 1888.

MRS. HARRIET N. H. MOLER.
Mrs. Harriet N. H. Moler, a descendant of one of New York's oldest colonial families, died on Monday, at her home, No. 102 West 181st street, after a long illness. She had been a resident of Washington Heights for more than forty-five years. Her father, the late Mr. William Hoyt, of Middletown, who died at the age of ninety-six, belonged to the Hoyt family, of Stamford, Conn., whose ancestors settled in Connecticut in the seventeenth century. Her mother was Elsie Mills, of Newburgh, N. Y., whose grandfather was McCord O'Connell, the representative of Orange county in the first Continental Congress. Mrs. Moler is survived by three sons, Walter H., Vandiere B. and Frank W. Moler.

MR. MICHAEL BARNICK.
Mr. Michael Barnick, long known as "the dean of lower Wall street," died yesterday at the home of his daughter, Mrs. D. D. Johnson, at No. 1,558 Fifth street, Brooklyn. He was born in Ireland eighty-nine years ago, came to this country in 1850 and entered the tea and coffee business. For thirty years he had a wholesale house at Front and Warren streets and was at his post regularly until a year ago, when he turned his business over to his son, Mr. Michael Barnick. At that time he was the oldest merchandise broker in Manhattan. He was a member of the Produce and Coffee exchanges and the Boston Tea Company.

MR. WILLIAM F. O'CALLAGHAN.
Mr. William F. O'Callaghan, principal of Public School No. 58, who was stricken with apoplexy in front of his home, No. 413 Convent avenue, on Monday morning, died last night in the Washington Heights Hospital. Mr. O'Callaghan had been a teacher in the New York public schools for twenty-five years, the last of which he had been a principal. He was born in Milford, Mass., fifty-seven years ago and was graduated from Harvard in 1880, and was in the same class with Colonel Theodore Roosevelt.

Obituary Notes.
Mr. Diedrich Cook died yesterday of pneumonia at his home, No. 71 Van Siclen avenue, Brooklyn. He was thirty-three years old. Mr. Cook had been a mason and builder in East New York.

Miss Agnes MacFarland, twenty years old, daughter of Mr. and Mrs. John MacFarland, died at her home in New Rochelle on Tuesday.

Mr. John J. Geraghty, for forty-five years a prominent doctor and head of the South Brooklyn, died of a complication of diseases on Monday at his home, No. 92 Dean street, Brooklyn.

Mr. Gustave Krauss, sixty-two years old, a tailor, of No. 163 Wyckoff street, Glen-dale, Queens, died of heart disease yesterday.

Mr. Charles F. Cox, Prominent Railroad Official, Is Dead

Was Treasurer of the New York Central Lines West of Buffalo, and Close Friend of the Late Cornelius Vanderbilt.

Mr. Charles Finney Cox, railroad official, scientist, financier and author, died yesterday of pneumonia at his home, No. 5 Delevan terrace, Yonkers. He was treasurer of sixty-two corporations, including all the affiliated lines of the New York Central and Hudson River Railroad west of Buffalo. For many years he was the close friend and business associate of the late Mr. Cornelius Vanderbilt.

Beginning life as an accountant in the employ of the Canadian Southern after he was graduated from college, Mr. Cox rose rapidly through the grades until he became the president of various transportation companies. His specialty was the reorganization of companies in financial difficulties, and those that had run down from other causes.

But with all his manifold activities as one of the leading railroad men of the country, Mr. Cox found time to make a name for himself in the world of science, and his research in various fields won for him honors from various countries.

He was one of the speakers at the Centenary held two years ago at Oxford and was at that time made a fellow of the Royal Microscopical Society of London. He was one of the founders of the New York Botanical Society and was known as a specialist with the microscope in botanical and zoological research. Among the best

day while walking in Putnam avenue, Glendale.

Mr. S. S. Semmes, eldest son of the late Admiral Raphael Semmes, of the Confederate navy, died at Osceola, Ark., yesterday.

Mr. Julius Hartmann, a retired builder in the Bushwick section of Brooklyn, who had lived for thirty-five years, died of heart disease on Monday at his home, No. 601 Evergreen avenue, aged seventy years.

The Rev. Joel Shapiro, a prominent Jewish teacher of Passaic, N. J., died on Tuesday at the home of his son, Dr. David Shapiro, of that city, after an illness of one week with pneumonia. Mr. Shapiro was seventy years old. He came to America from Russia in 1825.

Mr. George H. Hawes, for five years an inmate of the Saugus town farm, near Boston, died yesterday, at the age of 101. He was born in Halifax, N. S.

Mr. Frederick Serra, a lawyer, of Helena, Mont., died suddenly of heart disease on Tuesday at his mother's home, No. 158 Gardfield place, Brooklyn. Mr. Serra was a native of Brooklyn, was in this city on a visit to his parents. He was twenty-four years old.

Mr. Ernest Bushman died on Monday of pneumonia at his home, No. 108 Prospect street, Stapleton, Staten Island. He was born in Chicago fifty-nine years ago and left there after the great fire. He was settled in Staten Island. He was a contractor for interior decorating and paper hanging.

Mr. Revere M. Brinley, a chemist and expert in wood finishes, died yesterday morning at his home, No. 122 Bodine street, West Brighton, Staten Island. He was born in Allentown, Pa., fifty-six years ago. For many years he was connected with the Bridgeport Wood Finishing Company, of New Milford, Conn. Two years ago he moved to Staten Island to join the M. Peigel & Brother Varnish Company.

William A. Lincoln, of New Haven, Conn., formerly chief of police there, died at the Soldiers Home in Newton Heights, yesterday, aged seventy-five. Mr. Lincoln commanded Company F, First Connecticut Heavy Artillery, in the civil war. He was brevetted a major for bravery.

Mrs. Isaac L. Hoyt died at Stamford, Conn., yesterday, aged eighty-five. She was the widow of Captain Isaac Hoyt, who commanded the Tenth Connecticut Volunteers in the war of the rebellion.

Mrs. Julia Augusta Davis, daughter of the late Mr. Justus Russell, died yesterday at the home of her granddaughter, Mrs. C. W. Parmelee, in Highland Park, near New Brunswick, N. J., aged ninety-five. Her early life was spent in Boston, Mass., and later during the civil war in Washington, D. C., where her son was at the time a correspondent and artist for Harper's.

Mr. James P. Deuel, for more than thirty years stage manager of the Chestnut Street Opera House, Philadelphia, and one of the oldest stage managers in the country, is dead of Bright's disease at his home in Philadelphia. He was seventy-one years old. Mr. Deuel was also stage manager for Booth and Barrett.

1,500 AT MR. KELLY'S FUNERAL.

Cardinal Farley Officiates at Cathedral Mass for Dead Banker.

Cardinal Farley officiated yesterday in the first public mass in the Cathedral since his elevation, giving the absolution at the funeral of Mr. Eugene Kelly, the banker, which took place in St. Patrick's Cathedral at eleven o'clock.

Of the fifteen hundred persons attending the funeral there were four old retainers and servants in the Kelly family in the front pews—Miss Nellie McNamara, who nursed the dead banker; Joseph Tomeselli, Thomas Owen Quinn and Thomas McGowhey, who have been with the family for years. Others present included Countess Anne Leary, Miss Marie Berrill, Judge Morgan J. G'Brien, John D. Crimmins, Mrs. Joseph J. O'Donohue and Miss O'Donohue.

The members of the family were Mr. Thomas A. Kelly and Mr. Robert Kelly, brothers; Mrs. Thomas A. Kelly and Mr. Robert Kelly; Mrs. Edward Kelly; Thomas F. Kelly, Jr.; Master Eugene Kelly, a nephew; Miss Eugene Kelly, a niece; Mr. and Mrs. J. Richard Steers, Mr. and Mrs. J. A. G. Beales, Mr. and Mrs. G. Wilson, Mr. and Mrs. Henry Beales, Mr. and Mrs. H. A. Donohue, E. K. Austin, Comptroller and Comtesse Hermel de Siller du Pin and Viscountess de Kertanguy.

LOSES 5 CHILDREN IN 3 YEARS.

Mr. Charles Nelson, of Montclair, Now Has Only Two Left.

MONTCLAIR, N. J., Wednesday.—For the fifth time within a few years death has visited the family of Mr. Charles Nelson, of No. 9 Charles street, taking away one of his seven children on each occasion. The latest victim is Mr. Carl A. Nelson, twenty-three years old, who succumbed after returning from Augusta, Ga., where he left his wife, who also is an invalid.

The fatalities in the Nelson family began with the death of Herman Nelson, in August, 1888. Herman and his brother, Walter, aged seven and nine years, respectively, were at play in a sand pit when the bank caved in, burying both of the lads. Walter escaped and then tried frantically to release his brother. The effort was in vain. Walter never recovered from the experience, dying about a year and a half after his brother. Arthur contracted tuberculosis and died in December, 1901, and ten days later his sister, Edith, died.

The daughter of the Montclair High School, passed away.

Will Get Pardon and State Job.

[SPECIAL DESPATCH TO THE HERALD.]

MONTCLAIR, N. J., Wednesday.—From

servant to State employee receiving a good salary will be the experience of Harold

Curts Abbott within the next few days.

He will be pardoned by Governor Harmon, Abbott, who is twenty-five years old, is a Yale graduate and a civil engineer. He was sent to the penitentiary from Akron to serve three years for embezzlement.

known of his scientific works is "Protoplasm and Life," written in 1882. Mr. Cox was born on Staten Island in 1846. He was the son of General Jacob Dolson Cox, and was graduated from Oberlin College, with the class of 1869. A few years ago his alma conferred on him the honorary degree of Master of Arts.

Mr. Cox was treasurer of the Cleveland, Cincinnati, Chicago and St. Louis Railroad Company, Lake Erie and Western Railway Company, Lake Shore and Michigan Southern, Michigan Central Railroad Company, New York, Chicago and St. Louis Railroad Company, Canada Southern Railway, Chicago and Western Indiana Railroad Company, Cincinnati Northern Railroad Company, Chicago, Indiana and Southern Railroad Company, Mahoning Coal Railroad Company, Peoria and Eastern Railroad Company.

He was president of the American Safe Deposit Company and was an official of the Cincinnati, Sandusky and Cleveland Railway Company, the Detroit Tunnel Company, the Provident Union Society of New York and other railroads and financial institutions.

He was a member of the council of the New York Academy of Sciences, director of the New York Botanical Gardens and the American Fine Arts Society, president of the Scientific Alliance of New York, fellow of the American Association for the Advancement of Science. His clubs were the Century, Union League, University and National Arts.

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PRESIDENT MADERO EXPLAINS

Denies Government Is Treating with Zapata, Bandit Chief—Calls Him Crazy.

[BY MEXICAN CABLE TO THE HERALD.]

MEXICO CITY, via GALVESTON, TEXAS, Wednesday.—President Madero denied today that Abraham Martinez, formerly secretary of Emiliano Zapata, was going to confer with the bandit chief as an emissary of the government. He said: "Zapata is crazy. The government will not treat with him. Zapata is a bandit and a criminal."

The rumor that the government was treating with Zapata was taken in certain quarters as meaning a weakening of the government, and mining shares dropped on the local market. The situation in Zapata ridden districts grows worse, and quick work by the government is needed to restore confidence.

Señor Martinez leaves here Friday to confer with Zapata, and the recent removal of Ambrosio Figueroa as Governor of Morelos is regarded as a Zapata victory. They were bitter enemies and his removal was one of Zapata's persistent demands.

The rumor that Señor Figueroa had taken up arms in Guerrero against the federal government was published today, but officials deny it.

The Daily Mexican says that a \$37,000 suit has been filed in New York by Henry De Kay, receiver for the Mexican National Packing Company against the Bank of Montreal for damages arising out of the failure of the United States Banking Company.

Bank of Montreal Official Denies Knowledge of Suit.

MONTREAL, Wednesday.—The general manager of the Bank of Montreal denied today any knowledge of a suit for \$37,000, said to have been brought by Henry De Kay.

BREAKS PLEDGE OF 25 YEARS

Reopens, to Feed Starving Cattle, Store He Said He Never Again Would Enter.

[SPECIAL DESPATCH TO THE HERALD.]

WALLACE, Kan., Wednesday.—The big snow forced Peter Robidoux to break his resolution he had kept twenty-five years never to reopen the store he closed in 1887. His cattle were starving, while plied away in the rear of the big frame building were bales of hay.

Mr. Robidoux came here in the sixties. He prospered until the drought and hard times, and one day in 1887 he locked the store, turned his back on the \$25,000 stock of goods and declared he never would set foot inside of it again.

HELD FOR QUAKER CITY CRAFT

Henry Clay, One Time Director of Public Safety, and Four Others Indicted.

PHILADELPHIA, Pa., Wednesday.—Accused of conspiracy to defraud the city of Philadelphia in the awarding of contracts, Henry Clay, erstwhile director of Public Safety, and Carl Zillenzler, city architect; John R. Wiggins and Willard H. Walls, president and treasurer, respectively, of a contracting firm, were indicted here today.

It is charged that the defendants entered into a conspiracy to falsify public records. The city officials, it is charged, submitted to the contracting firms plans and specifications of public buildings in advance of the regular advertising for bids. It is further alleged that the firms when awarded the work did not comply with specifications.

Gets \$4,000 for Three Fingers.

[SPECIAL DESPATCH TO THE HERALD.]

YORK, Pa., Wednesday.—A verdict of \$4,000 was rendered in court today in favor of William H. Powell against the S. Morgan Smith Company for the loss of three fingers when the wheels of a traveling crane passed over Mr. Powell's hand.

A NEW KIND OF MORTGAGE

OUR ten-year mortgage compels you to pay a small amount on principal (one-half of one per cent) every six months. It allows you to pay as much more as you want.

This temptation to save is just what many people need to encourage saving and economy. Not more than \$10,000 loaned to one person on this plan. Send for circular.

THE GUARANTEE AND TRUST CO

Capital.....\$ 4,375,000

Surplus (all earned) 10,625,000

170 B'way, N. Y. 175 Remsen St., B'klyn.

350 Fulton St., Jamaica.

SPEED RECORDS GO TO MONS. TABUTEAU

French Aviator Makes New Figures for Two and Three Hours, 200, 250 and 300 Kilometres.

Paris, France, Wednesday.—Mons. Maurice Tabuteau, flying in his monoplane, made world's records to-day for the distances of 200, 250 and 300 kilometres (124.28, 155.35 and 186.41 miles, respectively). He covered the 200 kilometres in 1 hour, 54 minutes and 21 seconds, the 250 kilometres in 2 hours, 22 minutes and 57 seconds, and the 300 kilometres in 3 hours and 51 minutes.

Mons. Tabuteau also established new records for flights of two and of three hours. In two hours he covered 205 kilometres, 287 metres (127 miles, 5 furlongs), and in three hours 316 kilometres, 287 metres (196 miles, 375 yards).

Mons. Tabuteau also made a record for 200 kilometres in 1 hour, 54 minutes and 21 seconds, the 250 kilometres in 2 hours, 22 minutes and 57 seconds, and the 300 kilometres in 3 hours and 51 minutes.

The two hour record broken by Mons. Tabuteau was made by Mons. E. Aubrun at Bordeaux September 18, 1910, covering 167.5 kilometres (104.07 miles) in a Bleriot monoplane. At the same time Mons. Aubrun made the three hour record of 285.5 kilometres (177.5 miles).

Mons. Tabuteau was the holder of the Michelin Cup until January 1 last, having won it by flying 36 miles in 74.48 m. 3.58, 1910, using a Maurice Farman biplane, making world records for distance and duration. He took part in the big European circuit race last year. In October, 1910, he flew from Biarritz to San Sebastian, landing before King Alfonso and his court and receiving a decoration.

COMPETE IN GUSTS AT LOS ANGELES

LOS ANGELES, Cal., Wednesday.—A wind that blew in gusts kept all except the most venturesome aviators on the ground today at Dominguez Field. All had been warned not to fly by the representatives of the Aero Club of America. Despite this warning, however, Farman Fish, a young Los Angeles aviator, made several flights.

Lincoln Beachey climbed to an altitude of five thousand feet and stopped his motor, voluntarily to the ground. P. O. Parmelee ascended more than six thousand feet. Beachey showed best in the speed trials.

It was intended to have four or five experienced aviators make an attack on a night on three torpedo boat destroyers in San Pedro Harbor to demonstrate the usefulness of the aeroplane in warfare, but because of a fog it was postponed.

SEEK EUGENE ELY'S MONEY

[SPECIAL DESPATCH TO THE HERALD.]

POUGHKEEPSIE, N. Y., Wednesday.—Believing that his son, Eugene Ely, who was killed in a fall from his aeroplane at Macomb, Ga., last October, left \$5,000 in some bank, M. D. Ely, a lawyer, of Davenport, Iowa, has been in this city making a canvass of the local banks in search of the money. He found none here, and he will investigate the banks of other cities which his son visited during the last two years.

Eugene Ely gave exhibitions at the Dutchess County Fair in 1911, and his father believes he may have deposited some of his money here.

HERALD READERS SEND AID.

The Herald acknowledges receipt of \$10 sent by "D. R. G." for the relief of the family in New Rochelle, N. Y., whose dog brought aid, and of \$1 from "Mrs. H. P." sent in answer to the appeal of Mrs. Tillie Cohen, of Brooklyn.

DRY GOODS, & C.

CLOSING DAYS OF JANUARY SALE

A few more days remain in which Walpole's Hand Woven Table Damasks can be bought at 15% REDUCTION from the marked prices. This opportunity positively terminates January 31.

WALPOLE BROS.

The public is invited to inspect the exquisite products of Walpole Bros.' own looms irrespective of immediate intention to purchase. Attention is specially directed to the following celebrated patterns woven exclusively by this firm for their own trade:—

Egyptian Hieroglyphic

Figures from Portland Vase

Celtic Scroll with Diagonal Stripes

Aquatic Birds with Water Lilies

Game Birds

Vatican Scroll

Bayeux Tapestry

The purchase of linens of this class is a genuine economy on account of their rich appearance, unequalled laundering qualities and very high durability.

Manufacturers' prices always. Illustrated list on application.

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PURE FLAX TRADE MARK

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373 Fifth Avenue

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CAPTAIN WELD TO RUMORSHIP HERE

Chicago Engineer Says He Will Operate Next Summer Between This City and Philadelphia.

A dirigible balloon with a 600-horse power engine to it and a capacity of twenty passengers will be run regularly between New York and Philadelphia next summer according to the plans announced by Captain Horace B. Wild yesterday. Captain Wild is one of the pioneer navigators of dirigibles in this country and had a ride in a Zeppelin airship recently while in Germany. He returned to America last Friday, after having ordered a smaller Parseval dirigible for members of the Illinois Aero Club.

"It is my purpose," declared Captain Wild at the Aero Club of America, of which he is a member, "to establish this service by next summer, using at least one dirigible, which will leave New York every morning and return each afternoon. When I was in Berlin I had a delightful ride from Berlin to Frankfurt in a Zeppelin dirigible, and it at once got the idea of establishing a similar service between New York and Philadelphia."

"When I was in Berlin the round trip cost \$50, and there was a long waiting list. The passengers rode with all the comforts of a Pullman car, and the scenery was very much more beautiful, while there was no soft coal smoke. If the Philadelphia service proves to be a success I shall endeavor to establish a similar air system connecting Boston and New York."

"I hope to be able to build a dirigible in this country for the line, but if proven to be an impossibility, I shall import one of the same type as makes the trip from Berlin and Frankfurt each day. I want to make this the first regular air passenger service in America, and I feel sure that it will shortly be followed by others."

"I believe the transportation of the future will be by the air route. Life is too short to spend four days going from New York to San Francisco by train when it ought to be done in twenty-four to thirty-six hours. It is only a matter of a few years before the railroads will be practically forgotten. This air is behind in speed, and it can't afford to lose time that way. My ambition is to be the 'E. H. Harriman of the air.'"

COMMITTEE ACTS ON ARMY AVIATOR BILLS

WASHINGTON, Wednesday.—The House Military Committee has referred two bills looking to an increase of pay for army aviators to the Secretary of War, with the request that the War Department examine them and recommend such changes or additions as might be desirable. The committee then will consider the bills again, and it is probable a favorable report will be made.

Both bills look to the doubling of pay of the men engaged in army aviation. The Sharp bill differs from the Hardwick bill in that it provides that an aviator's family shall receive his salary in case he is killed while flying in the government service,